

Backfire

Bristol Pegasus Motor Club Magazine



Congratulations to Cross Trophy Winner Nick Wood, photo Alex Barton



May 2022

Bristol Pegasus Motor Club

Club Motorsport at its best



Recognised
Club

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Association of South Western Motor Clubs
Association of Central Southern Motor Clubs
Welsh Association of Motor Clubs
Association of West Midland Motor Clubs
Cotswold Motor Sport Group
Association of Classic Trials Clubs

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Vice President – Bob Hart bob.hart@bristolpegasus.com

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Treasurer – Martin Baker treasurer@bristolpegasus.com

Secretary – Tim Murray secretary@bristolpegasus.com

Competition Secretary – Andy Moss compsec@bristolpegasus.com

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Pegasus on the Web and Social Media



Website – www.bristolpegasus.com



Twitter Feed – [bristolpegasus.com/twitter](https://twitter.com/bristolpegasus)



Photo Gallery – gallery.bristolpegasus.com



Facebook Page – [bristolpegasus.com/facebook](https://www.facebook.com/bristolpegasus.com)



Facebook Group – [bristolpegasus.com/facebook-group](https://www.facebook.com/bristolpegasus.com/group)



Instagram – www.instagram.com/bristol_pegasus_motor_club

Contents

Nick's Natter

Editorial

2022 Events

Invitations

Breakfast Meet

Cross Trophy

It's an Uphill Struggle

X2s Sportscar project – Exhaust and Electrics

Fifty Shades of Red

Fantasy F1

Fantasy F1 – Q1 Report 2022

Stop Press

2022 Calendar

Petrol and Steam

Ace Classic Tour

75th Anniversary Celebration and Trackday



Nick's Natter

The 24th of April was a very busy but enjoyable day for me. It started with the Breakfast Meet with the usual eclectic mix of cars and then it was the PCT at Duncan Pittaway's field. Mal kindly let me compete in his midget along with his neighbour Lewis who had never done a PCT before. He was a quick learner and soon mastered the course.



Thankfully the weather was on our side and there were no mud-slides this year! We had a good turn out with a few other Pegasus members in attendance namely Spence & June and Ralph & Alex. Duncan's daughter Charlie drove the Austin 7 and like Lewis soon became proficient. A good time was had by all.

A big thank you to Mal for organising the course, Tim for secretarial and Donny and her team for marshalling. And to end the day on a high I was pleased to hear I won the Cross Trophy. Afterwards some of us made our way to Duncan's garage to view his collection.



The next event on the calendar is the Breakfast Meet & the Aces Tour on 29th May. And then a visit to the Jet Age museum at Staverton on 12th June. We will rendezvous at 0930 at Aust Services. Hope to see you at either or all.

A gentle reminder, please can you let me know if you wish to attend our Anniversary celebrations as I need to confirm numbers for catering.

Nick Wood

Editorial

Welcome to May's edition of Backfire !

It was lovely to get out to my first club event of the year, in fact it turned into a wonderful club day that started with Breakfast at the Dean Forest Railway and finished in Dundry with a couple of late entries for Alex Barton and I into the Cross Trophy with Madge, thanks to all who made these events possible, pics and results within.

This month the club has been invited to an interclub skittles match at Dundry on Monday May 23rd by Denise Debois at Bath Motor Club. Could anyone wishing to take part please register their interest through the clubs facebook page :-
<https://www.facebook.com/groups/853893194654696>

There will be another double event club day with the Breakfast Meet at the Dean Forest Railway being the starting point for this years ACE Classic tour in aid of the Birmingham Childrens Hospital Charity on Sunday May 29th, unfortunately work commitments will preclude me from being at any of these events.

Looking further ahead entries have been opened for this years Llandow Sprint on June 25th. Regulations and entry forms for which can be found at :-
<https://bristolpegasus.com/news/events-calendar/>

Thanks for contributions to this month's issue from Mal Allen, Alex Barton, Phil Jones, Andrew Moss, Tim Murray, Richard Reynolds Ken Robson and Nick Wood,

Wishing you all a safe month's motoring !



Photo Alex Barton

Ralph Colmar

Events Calendar 2022

Monday 9th May - Club Night - Plough at Pilning - 7pm

Sunday 29th May - Breakfast Meet - Petrol & Steam



Pegasus Motor Club's first Breakfast Meet for 2022 will be on Sunday 29th May at Dean Forest Railway, Forest Road, Lydney GL15 4ET from 0930 hrs.

All types of motor vehicles welcome, Refreshments will be available.

Sunday 29th May - Ace Classic Tour

We will start at Dean Forest Railway at Norchard, near Lydney, along with the Breakfast Meet this year and NOT BAWA as in previous years. Before heading back towards Bristol for a late afternoon finish. The event is aimed at Classic, Kit and Competition Cars. If you do not have a suitable car you are still welcome to participate in any car at the rear of the field, the primary aim is to raise money for our chosen charities and have an enjoyable days motoring.

Every penny we collect will be donated to the event charity.

More details and online entry :-

<https://bristolpegasus.com/events/ace-classic-tour-2022/>

Monday 13th June - Club Night - Plough at Pilning - 7pm

Saturday 25th June Llandow Sprint

Regulations Online entry at :-

<https://bristolpegasus.com/news/events-calendar/>



Saturday 30th July 75th Anniversary Celebration and Trackday Castle Combe



Trackday entry details to follow anyone wishing to bring along a vehicle that has participated in any previous Bristol Pegasus Motor Club and or Bristol Aeroplane Company Motor Sport Club event in any discipline, Treasure Hunt, Autosolo/test, Production car trial, track day and or Sprint etc over the previous 77 years, please contact Nick Wood at nickswood@hotmail.com

Saturday 15th October - Pegasus Sprint Castle Combe

Entry details to follow.

Invitations

500 Owners Association Wiscombe Park Hillclimb - 7th May 2022

The 500 OA is proud of their association with Wiscombe Park and have been running their annual hillclimb at the picturesque Devon venue for over 30 years.

We welcome entries from members of the Bristol Pegasus Motor Club. This is in addition to the NHCA and their motorcycles. Entry details to follow at : <http://500race.org/500oa-wiscombe-park-hill-climb/> with event information, regulations, and links to the online entry system, closer to the event.

If you have any questions regarding this event, please contact the secretary of the meeting: Contact: Xavier Kingsland, Phone: 01489 891482 OR 07500 333295, Email: xavierfkingsland@gmail.com

Monday 23rd March Inter Club Skittles

Denise Debois from Bath Motor Club has invited members to an interclub skittles match that will take place at the Royal British Legion in Dundry, please arrive about 8 o'clock for an 8.30 kickoff. Food will be served during the evening.

Please use our fb page :- <https://www.facebook.com/groups/853893194654696> to register your interest in taking part.

Bristol and Bath Lotus Evenings

BPMC members are invited to Avon, Bristol & Bath LOTUS meetings on the First Tuesday of each month at The Bull in Hinton.

07-Jun Brian Angus - Engineering at LOTUS



05-Jul Anthony Reid (above 3rd Le Mans Porsche 962) - His Racing Career

02-Aug John Cleland - His Motor Racing Career

06-Sep Tom Falconer (TBC) - LOTUS & Chevrolet Corvette

18-Oct Ian Doble - "LOTUS Cars, Engineering and beyond"

01-Nov Henry Mann - Alan Mann Racing

06-Dec Ivan Dutton - His cars and new racing protege.

24th April Breakfast Meet Dean Forest Railway



Morris Minor



MG Midget



Triumph Acclaim



Mercedes Benz 420SL



Ford Capri MkIII



TVR Chimera



Mazda MX5



Dodge Challenger

Cross Trophy Dundry 24th April



Yeeles / Wood X90



Citroen Saxo



Citroen Saxo



C & D Pittaway Austin 7



Harris / Buckle Saxo



J&W Fortescue Ford Focus



June and Spence Ford Puma



Tim Murray announces the results

Bristol Pegasus Motor Club Cross Trophy Trial 24/04/2022

Thank you all for entering and competing in the Cross Trophy Trial this year. The weather this year was exceptionally kind to us. Which meant the ground was quite dry (apart from the muddy bits).

Hopefully you all had an enjoyable day and returned home safely.

I am sure you will all join me in thanking the Marshals, some of whom volunteered (Jacqui and Donny) and some who were press-ganged (the rest).

Also thanks to Tim for his Secretarial work and of course Duncan for the use of his field, where else would you find a "Loo with a View?"

Hopefully we can do it all over again next year.

Mal Allen Clerk of the Course

| Cross Trophy Trial | | | | | | |
|---------------------------|------------|--------------------|--------------------|--------------|--------------------|----------------|
| <u>Results</u> | | | | | | |
| <u>Class</u> | <u>Pos</u> | <u>Driver</u> | <u>Car</u> | <u>Score</u> | <u>Index Score</u> | <u>O/A Pos</u> |
| 1 | 1 | Chris Hellings | Ford Ka | 16 | 68.4 | 2 |
| | 2 | Peter Hilleard | Peugeot 106D | 18 | 76.9 | 3 |
| | 3 | Graham Price | VW Lupo | 31 | 132.5 | 11 |
| | 4 | Eileen Hilleard | Peugeot 106D | 36 | 153.8 | 12 |
| | 5 | Alan Spencer | Ford Puma | 41 | 175.2 | 14 |
| | 6 | Jacob Fortescue | Ford Focus 1.8TDCi | 53 | 226.5 | 17 |
| | 7 | Warwick Fortescue | Ford Focus 1.8TDCi | 54 | 230.8 | 18 |
| | 8 | June Seville | Ford Puma | 63 | 269.2 | 20 |
| 2 | 1 | Philip Buckle | Citroën Saxo | 6 | 52.6 | 1 |
| | 2 | Howard Stephens | Citroën Saxo | 12 | 105.3 | 5 |
| | 3 | Frank Buckle | Citroën Saxo VTR | 15 | 131.6 | 10 |
| | 4 | Linden Harris | Citroën Saxo VTR | 18 | 157.9 | 13 |
| | 5 | Shane Rowles | Citroën Saxo | 29 | 254.4 | 19 |
| | 6 | Michaela Hewer | Citroën Saxo | 33* | 289.5 | 21 |
| | 7 | Stephen Hoskins | Vauxhall Corsa | 33* | 289.5 | 22 |
| 3 | 1 | Nick Wood | MG Midget | 32 | 78.8 | 4 |
| | 2 | Lewis Baldwin | MG Midget | 43 | 105.9 | 6 |
| | 3 | Louis Yeeles | Suzuki X90 | 46 | 113.3 | 7 |
| | 4 | Andy Wood | Suzuki X90 | 50 | 123.2 | 8 |
| | 5 | Ralph Colmar | Mazda MX5 | 52 | 128.1 | 9 |
| | 6 | Alex Barton | Mazda MX5 | 72 | 177.3 | 15 |
| | 7 | Charlotte Pittaway | Austin 7 | 75 | 184.7 | 16 |

Tim Murray

It's an uphill struggle....

I must remember to book the plague of locusts...

Various domestic dramas, followed by a proper dose of Sciatica, were my lot. Or so I assumed. But no – I had forgotten to plan for the Covid outbreak.

First the C.O. imported it and I was chief cook and bottle washer for a few days. Don't tell anyone, but I have now realised what goes on in the house and I think I prefer to do hours of frustrating conference calls instead. We still have to reverse the damage caused by all the diagonal creases in the shirts...

The isolation and cleanliness management worked an absolute treat for all of 72 hours and then I got it. The split house was chaos, but we managed for another 5 days... and then Lloyd got it. Owen was the only one to escape. Then the central heating broke down thrice in a week.

Anyway, I have been online and managed to secure, for prompt delivery, *A Plague of Locusts* to complete the set. As the business people say, '2H should look better...'

All this chaos meant no playing with cars and, worse still, no rally in March.

But young Nicolarse provided reasons to be cheerful, with his ever-enjoyable Breakfast meet at the rail yard. Such gatherings are the very essence of the classic hobby, where there is variety but no formality. Or Hi Vis vests all over the place. Jolly well done that man.

Anyway, how can you be formal with egg yolk running down your sleeve?

It was a super spring morning with a large turnout of everything from '30s Americana to a fleet of Triumphs. Certainly, the best turnout that I have attended and a real joy.



In the first pic, my 350SL, Owen's 128 and his mates' Boxster. I admit to never having heard of a Raffa Belva before, but I loved it, it looked ahead of its time.

The blue Anglia was spot on – very original, yet somehow looking 'just right' with widened steelies and a decent ride height. I thought it was absolutely lovely.

And the post Covid era continued to please in the form of the 79th Goodwood Members Meeting. And it was all the better for being later and warmer. I do recall the one in ice and snow a few years back. When you have ears like FA Cup handles, these things matter.

There was plenty to lift the spirits, on track and off.



It's a while since I saw a really nice Peerless. When I had my Gordon Keeble, I researched the early connection with Peerless, so these cars have a bit of a fascination for me.

Gordon Murray displayed some of his collection – the theme being small and light. The De Tomaso Vallelunga was very pretty, as was the Abarth 1000SP. Over in the F1 paddock, the Ferraris sadly remained stationary but other F1 cars made it onto the track and, once again, Bruno Senna did a super job peddling the V12 Honda powered McLaren that Uncle Ayrton once drove. Nick Padmore ran alongside him at times, gagging to let the Arrows off the leash, but unable to with a safety car ahead.



I recall this Ford LTD Brougham Coupe for sale at Lotus specialist, UK Sportscars, a couple of years ago. I nearly went to see it at the time, but it won't fit in my garage. Perhaps not any garage?

I am not sure what's going on with AC428s at the moment, but, given that they only ever made 80 of them, they seem to be popping up more frequently than one would expect. I think this one parked on the Lavant straight was the ex-Hexagon car, but I am not certain. It was perfect in every way. Graeme Hunt had a large showroom in the retail area and brought along his restored, white, 428 convertible. Yours for 285K, Sir.

Meanwhile, in the Bonhams auction, yet another, this one retail red sat on JAP Magnas. A webbing strap, holding the passenger door shut, said it was in need of fettling but, overall, it looked pretty good to me. It went for 90K which I think is fair for such a rare and pretty car. A 428 would make good retirement project. Lucky I am not retiring yet then...



In the Lavant straight parking area, I like the fact that you can wonder past a Bentley S1 or a Series 1 Landie one moment and then stumble upon a McLaren F1 the next. Looked great sat there without any pomp or ceremony.

The Lambo was in the main car park and I recall that 52 (or 55...) Silhouettes were done before they got a 3.5 V8 and some modernisation to make them a Jalpa. I still like the 3.0 Silhouette with its iconic tele dial wheels. Closest to a baby Countach in its '70's ness'.

But the car of the weekend had to be the Elva 160. Reputedly only 3 built on a Mk7 sports racing chassis, with a body by half Brit, half Italian, Trevor Fiore (Frost), it was magic. The 2.0 Litre BMW M10 sounded like an F2 car, with a hollow wail – sort of half a DFV. Its super agility was nicely demonstrated by a spin onto the grass early on. It went well and finished 7th against some hefty V8s.

In contrast, the revived Bizzarini 5300 Strada / Iso A3C was on display in the paddock – yours for £1.6m (!). To be fair, the build was really nice and FIA versions are apparently available. But after watching David and Oliver Hart's tricky handling Biz 5300, I am not sure. It looked a right handful to me.

The Jason Plato / Craig Davies white Corvette C2 I have seen many times, but it looked a lot friskier this time, wheel spinning out of St Marys on the way to Lavant 1. A lot of torque and painfully noisy. But brilliant.

And so ended a lovely weekend in Goodwood. We came home knackered, sunburnt and considerably poorer, but with a warm glow. Or was that the Chicken Tika from the night before?

Jones the Speed

Time, dear readers, for a tantalising titbit (Matron, etc.). The car in the picture is ?



Video / Still Contributions for BPMC 75th Anniversary Video

Ben Bishop has offered to make a short video to celebrate the club's 75 year history and is looking for contributions of any film, video or photo materials members may like to make available, you can contact Ben on bbbishop132<AT>hotmail.com

Motorsport UK RS Clubman licence



Renew or Apply for your free 2022 Licence now !

From 2020 Motorsport UK introduced a requirement for all competitors to hold a new RS Clubman licence as a minimum, which is free of charge. If you compete, but don't currently hold a licence you will need to apply for this. These changes will affect Autotests, Trials, Cross Country, Road Rallying, 12 Cars and Scatters. **Passengers will also now be required to hold an RS Clubman licence.**

The RS Clubman licence can be applied for online and aims to encourage more grass roots participation, as well ensuring all Motorsport UK event competitors are covered by comprehensive insurance. Additionally, licence holders will have access to Motorsport UK's Member Benefits Programme that includes the new upgraded personal accident cover.

Online Application for the FREE RS Clubman licence begins here:-

<https://rsclubman.motorsportuk.org/>

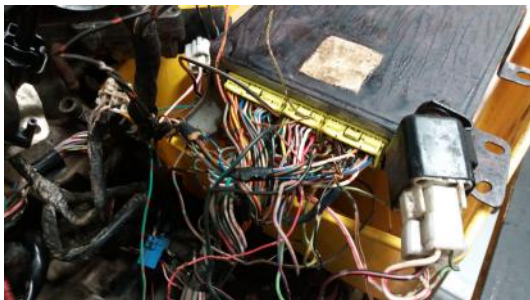
X2s Sportscar project – Exhaust and Electrics



Entering the workshop the other day, I was reminded of the northern song that goes “Oh Danny Boy....the pipes, the pipes are calling....” There on the welding table lay the front manifold, three down pipes and a 2-into-1 collector box. The alignment of said pipes was far from ideal. Also, the extension piece needed for the third pipe to also align was going to require some skilled pipe cutting and blending work.

It was at this stage that I wished that my Grammar school education had included some metal work and technical drawing (instead of Latin !). A temporary solution will be to use short lengths of ‘flexi’ pipe in order to test run the engine. A similar fate awaits me on the rear exhaust collector.

However, this time access is much more in my favour, nestling as it does, alongside the rear engine frame.



All this pales into insignificance when compared with sorting out the electrics. A few sessions with Halfords best rust treatment, enabled the Fuse box, ABS computer, Diagnostic unit and Main ECU to be readily identified. I’m still hoping one day, I will find a part number that will enable us to put a

year to the engine.

Monday afternoon Art sessions are now filled with a grand schematic (accompanied by much frowning from the other artists). The plan being to have a separate page for each of the main units, showing all the colour-coded wiring in a somewhat simplified form. (We do have a PDF of this running to many, many pages of ‘vertically-oriented’ print). Just for fun, Mazda seemed to have altered the colour-coding every time a set of wires crosses an electrical connector...

The current plan is to trace the wiring back from the engine’s many sensors to the ECU. In the main, the wiring is in quite good ‘nick’ – copper-cored, but with the odd break and with a bit of dodgy insulation here and there. From the MX3 Owners Club, we now have a list of the minimum number of sensors needed to test run the engine. As the saying goes “Hope springs eternal”.

50 Shades of Red

The social run I recalled in last month's edition was officially over after we reached John O'Groats, but it would be several days before we all returned home. I followed Tracey, Alex & Debbie over to Dunnet Head Lighthouse where we found Shirley. It was very windy so it was not long before we made for Thurso where Tracey went south while Alex, Debbie and I went west along the coast to Durness.



Before getting there we were caught by Mk1 Brian and a colourful trio of MX5s snaked westward then southward. After crossing the Kylesku Bridge we took the roller coaster B869 westward, to Clashnessie.

In Ullapool we stayed at The Ferry Boat Inn where a sweet potato and chilli soup was the perfect antidote to the day's incessant wind. We all tried the iced cranachan parfait

without regret.

After breakfast, served across the road at The Argyle, we set off down the A835 towards Inverness and stopped to enjoy the view and silence at Loch Glascarnoch. At Newtonmore on the A9 we refuelled and celebrated Alex's Birthday at the Newtonmore Grill with more chocolate cake.



Rain had set in as we travelled 150 miles down to Abington Services where we said goodbye to Mk1 Brian who then chipped off from the A74(M) just before Lockerbie. I followed Alex & Debbie to Alex's friend Elaine's house outside Lockerbie and then continued to The Rivendell in Dumfries. Later I went back to Elaine's for some lovely local salmon with potatoes and chocolate cake topped with candles and a sparkler.

In the morning I picked up a headlight and peanut bulb from Halfords, I believe the only other issue, aside from Lee's water leak among the social run participants, was

a split wiper blade. With more fuel I went for a penultimate rendezvous with Alex and Debbie at Tebay Services.

As I got there reality hit me over the back of the head when I received a workcall asking for my overtime availability for the approaching weekend ! I bought a delicious pulled pork and mustard roll for the next 254 mile stage of our journey to Frankley Services.



At Frankley we said our final goodbyes, and parted at the M5 M42 junction. Once on the M42 I reflected on our incredible good fortune with the weather and on the fun filled journey, to experience that level of camaraderie among complete strangers was simply priceless.

Following a jet wash and fuel top up in Watford it was time to put Madge away. Two days later in Kent, Nick and Julie were last home.

I'd like to thank everyone who made the MX5 Lands End to John O'Groats Social Run such a wonderful experience. Not least Alex whose idea it was and for her additional photographs above, to Nick Wickens for the aerial photograph, in last months issue, all those who took part and all who generously contributed to the Classic Marques Sports Car Club Pulmonary Hypertension Association UK Just Giving Page, and to the Miles Barton's Tribute Just Giving Page for which Alex was collecting.

I am sure it will not belong before some of us get itchy feet and join up to do another perhaps shorter trip again.

Ralph Colmar

Bristol Pegasus NEEDS YOU !



The successful running of club events requires Marshals and Organisers

[Get involved](#)

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BPMC Pin Badges



Now available; Delightful 20mm diameter BPMC pin badges in black nickel, red / white enamel finish. These are a must for club members and available for £2.00 each from Alan Spencer.

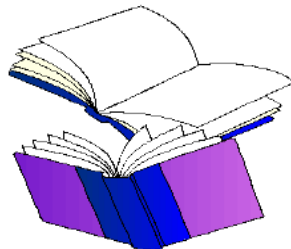
BPMC polo or sweatshirts

Pick your colour and size, state whether polo or sweatshirt and how many, then ring/email Alan Spencer with your order :- alan49spencer@gmail.com 01179 712587 Polo shirts £6.50 each and sweatshirts £10 - a bargain!



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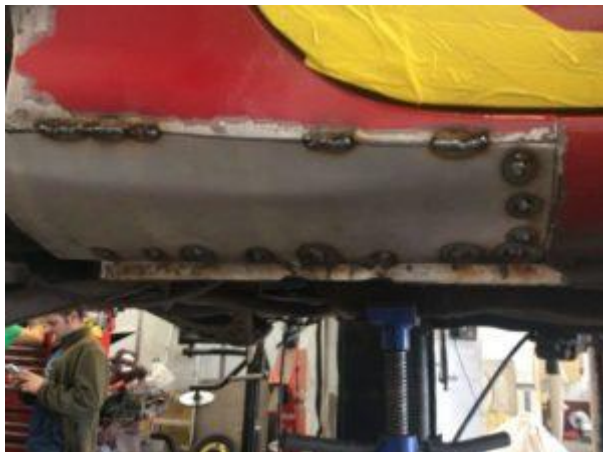
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Bristol Pegasus Fantasy Formula One 2022

| Bristol Pegasus Fantasy F1 - 2022 | | | | | | |
|-----------------------------------|----------|------------|-------------|--------------|-------------|-------|
| Positions after Emilia Romagna GP | | | | | | |
| Entrant | Driver 1 | Driver 2 | Team 1 | Team 2 | Engine | Score |
| Chris Thompson | Leclerc | Sainz | Ferrari | Red Bull | Ferrari | 438 |
| Ken Robson | Leclerc | Sainz | Ferrari | Red Bull | Ferrari | 438 |
| Joe Robson | Sainz | Leclerc | Ferrari | Mercedes | Ferrari | 402 |
| Martyn Davies | Leclerc | Sainz | Ferrari | Mercedes | Ferrari | 402 |
| Mark Niblett | Norris | Sainz | Ferrari | McLaren | Ferrari | 400 |
| Andy Moss | Pérez | Magnussen | Ferrari | Red Bull | Ferrari | 393 |
| Richard Reynolds | Leclerc | Pérez | Ferrari | McLaren | Red Bull | 392 |
| Sam Thompson | Leclerc | Pérez | Ferrari | Red Bull | Haas | 385 |
| Jerry Irwin | Leclerc | Russell | Ferrari | McLaren | Williams | 361 |
| Tim Murray | Alonso | Bottas | Ferrari | Red Bull | Ferrari | 355 |
| Lisa Davies | Norris | Sainz | Ferrari | McLaren | Red Bull | 345 |
| Mal Allen | Bottas | Leclerc | Ferrari | Mercedes | McLaren | 344 |
| Simon Moss | Leclerc | Verstappen | Alpha Tauri | Ferrari | Red Bull | 342 |
| Donny Allen | Gasly | Bottas | Ferrari | Red Bull | Red Bull | 334 |
| Bob Bull | Norris | Russell | Ferrari | McLaren | Ferrari | 331 |
| Charles Alexander | Leclerc | Russell | Ferrari | McLaren | McLaren | 328 |
| Dave Cooper | Gasly | Russell | Alpha Tauri | Ferrari | Red Bull | 327 |
| Katie Davies | Leclerc | Gasly | Ferrari | McLaren | Mercedes | 326 |
| David Garnett | Norris | Russell | Ferrari | McLaren | Ferrari | 321 |
| Richard Ibrahim | Albon | Sainz | Ferrari | Mercedes | Red Bull | 307 |
| Alyson Marsden | Gasly | Verstappen | Ferrari | McLaren | Ferrari | 297 |
| Abi Reynolds | Alonso | Norris | Ferrari | McLaren | Red Bull | 289 |
| Matthew Stevens | Gasly | Hamilton | Alfa Romeo | Ferrari | Red Bull | 280 |
| Martin Emsley | Leclerc | Norris | Haas | Red Bull | McLaren | 277 |
| Chris Bennett | Bottas | Pérez | Alfa Romeo | Red Bull | Red Bull | 273 |
| Mike Marsden | Russell | Norris | McLaren | Ferrari | Renault | 270 |
| Helena Sarsted | Gasly | Verstappen | Ferrari | Alpine | Red Bull | 268 |
| Sharon Reynolds | Albon | Schumacher | Alpine | Aston Martin | Alpha Tauri | 266 |
| Helen Davies | Pérez | Russell | Alpine | McLaren | Ferrari | 233 |
| Ben Bishop | Gasly | Hamilton | Ferrari | McLaren | Alpha Tauri | 227 |
| Jamie Stevens | Pérez | Norris | Alpine | Haas | Mercedes | 220 |
| Ana Torreno Franco | Gasly | Hamilton | Ferrari | McLaren | Alpine | 215 |
| Ralph Colmar | Norris | Russell | Alpine | Aston Martin | Ferrari | 203 |

| | | | | | | |
|----------------|----------|------------|----------|----------|-------------|-----|
| Liz Ibrahim | Hamilton | Norris | McLaren | Williams | Ferrari | 187 |
| Mary Craddy | Hamilton | Magnussen | Red Bull | Williams | Alpha Tauri | 165 |
| Alison Bennett | Norris | Russell | Alpine | Williams | Mercedes | 161 |
| Dick Craddy | Albon | Verstappen | Haas | Mercedes | Williams | 153 |

2022 F1 Calendar

| Race | Grand Prix | Circuit | Race date |
|------|---------------|---|--------------|
| 5 | Miami |  Miami International Autodrome, Miami Gardens, Florida | 8 May |
| 6 | Spanish |  Circuit de Barcelona-Catalunya, Montmeló | 22 May |
| 7 | Monaco |  Circuit de Monaco, Monaco | 29 May |
| 8 | Azerbaijan |  Baku City Circuit, Baku | 12 June |
| 9 | Canadian |  Circuit Gilles Villeneuve, Montréal | 19 June |
| 10 | British |  Silverstone Circuit, Silverstone | 3 July |
| 11 | Austrian |  Red Bull Ring, Spielberg | 10 July |
| 12 | French |  Circuit Paul Ricard, Le Castellet | 24 July |
| 13 | Hungarian |  Hungaroring, Mogyoród | 31 July |
| 14 | Belgian |  Circuit de Spa-Francorchamps, Stavelot | 28 August |
| 15 | Dutch |  Circuit Zandvoort, Zandvoort | 4 September |
| 16 | Italian |  Monza Circuit, Monza | 11 September |
| 17 | Singapore |  Marina Bay Street Circuit, Singapore | 2 October |
| 18 | Japanese |  Suzuka International Racing Course, Suzuka | 9 October |
| 19 | United States |  Circuit of the Americas, Austin, Texas | 23 October |
| 20 | Mexico City |  Autódromo Hermanos Rodríguez, Mexico City | 30 October |
| 21 | São Paulo |  Interlagos Circuit, São Paulo | 13 November |
| 22 | Abu Dhabi |  Yas Marina Circuit, Abu Dhabi | 20 November |

Fantasy F1 – Q1 Report 2022

As I write this, we are 4 races into a 23 race season and it's all change for 2022. The cars have been through major regulation changes over the winter and as always, some drivers arrive, some go and some stay with the same team. For the moment, the F1 world order has changed and the dominance of Mercedes has been broken, so how has this come about?

The Changes

With Ross Brawn now the technical ringmaster in F1, changes have been made to the cars this year that make it easier to follow the car in front in "dirty air" which thus aids overtaking. For those of you too young to remember, Ross Brawn was the driving force behind car design at both Benetton & Ferrari which gave Michael Schumacher his 7 F1 championships and at Brawn GP which gave Jenson Button his F1 title. It's fair to say he knows a thing about car design and what is required to make F1 exciting and entertaining.

In order to address the problems of following in dirty air and to aid overtaking Brawn brought back "ground effects" into the cars aerodynamics. Again, for those of you too young to know about this before in F1, it was pioneered by the late, great Colin Chapman of Lotus in the late 1970's. It effectively channelled the air travelling under the car to suck the car down onto the track thereby giving exceptional levels of grip and cornering speed. Various teams then copied and improved on the "ground effect" principles in their car designs until the FIA banned ground effects in the 1980's. By then the cornering speeds were extremely high and if the "ground effect" sucking the car into the track failed or broke away mid corner, the car and driver were guaranteed a big and possible fatal accident.

Of course, with 21st century technology, the understanding of aerodynamics is that much greater. There is not as much freedom in the design as there was in the 1970's but that's not to say that some teams have not had their problems with their new car designs.

Anyone for a Porpoise?

As you will have seen by the races, report and results so far this season, all the cars on the grid are suffering to some extent or another porpoising, which is seen as the cars bouncing as they go down the straights. This is extremely uncomfortable for the drivers as they are effectively driving a mobile pogo stick at over 200mph – OUCH! This happens when the car is sucked down into the track which causes it to lower on it's springs. The level of suction cannot continue or the car would bottom out so Newtons 3rd law of equal and opposite forces comes into play. The car then loses it's suction causing the car to bounce back up on it's springs only for the cycle to start all over again. For a more detailed explanation of this effect have a chat with Dave Cooper at a club night, as he will be able to explain what is happening far better than I can.

The perfect scenario for the F1 teams is to get the ground effects to suck the car down to the perfect level and hold it there so that the suction is maintained at the correct level and does not release. As we have seen this is much easier said than done. All the cars are now porpoising but Ferrari and Red Bull have mastered it better than others and Mercedes are having a total nightmare. Much of this is because when they were designing their 2022 car they had to rely on computer simulations and Computational Fluid Dynamics which do not show the porpoise effect experienced on the racetrack. With F1 budgets limited so that the smaller teams can hopefully compete with the bigger ones, track testing is very limited. So the boffins at the factory have very limited “real testing” in which to try out new ideas to overcome the effect of porpoising. For those teams that are not as badly affected it gives them a chance to pick up points early in the season. This is why Haas have already scored points this year when last year they could only dream of a 10th place finish.

Did you do your Homework?

As I have previously written in this esteemed publication, before selecting your teams & drivers for your BPMC Fantasy F1 entry, do your homework. Particularly the summary of the 2 F1 pre-season test sessions. Of course, there will always been sandbagging and long simulation runs but the analysis by the BBC, Sky F1, crash.net etc. as well as numerous You Tube experts decipher all the information and give a good idea as to which teams will hit the ground running. This is particularly important after major rule changes as we have this year. Pre-season testing showed that Ferrari & Red Bull had made the best 2 cars and that Mercedes were in trouble. McLaren also looked very good in testing but then struggled in the early races as they found their car suited some tracks better than others.

So armed with the information that Ferrari & Red Bull had made the best 2 cars, imagine my surprise when the 2022 Fantasy F1 entry form came out to discover that you could buy the whole Ferrari team for just over half of your £110million budget. This left you also being able to buy either the Red Bull or Mercedes chassis for £50million and still have £3million spare for 15 bonus points at the beginning of the season. I have repeatedly stated that in order to win the Prestigious BPMC Fantasy F1 Championship (and why wouldn't you) the majority of your budget has to go into the cars and not the drivers. The cars pick up points for both cars and the engine picks up half points for both cars, whereas if a driver has 2 DNF's in the first 4 races (Max) they pick up no points at all.

Despite giving all my Fantasy F1 secrets away many times, and Ferrari being the absolute bargain in 2022, only Chris Thompson and Martyn Davies noticed this and chose them for their teams. I discussed this bargain situation with my son Joe this year and we decided that I would have Red Bull as my 2nd chassis and he would go for Mercedes. It now all depends on how quickly Mercedes with their 1000+ workforce can iron out their cars aerodynamic imperfections and get it back to the front of the grid.

BPMC Fantasy F1 Championship so far

I may be wrong and often am, but I really believe that this year's championship will be between the current Top 4 in the standings. These are the only ones to have chosen the full Ferrari team and either Red Bull or Mercedes as their 2nd car. Then, it will depend on how quickly Mercedes can iron out their design issues and get back to the front of the grid. Even after that, this year's championship will probably be decided by the Joker Race to provide the podium positions at the end of the season.

Unfortunately, that will mean that the other 33 entrants will have little to console themselves with other than there is always next year.

Of Course, I could not let this opportunity pass without once again congratulating Ralph Colmar on picking a team of Donkeys for yet another year. Despite all my consistent "encouragement" he never fails to come up trumps with a team welded to the back of the grid.

What Next?

The next race is a new entry to the F1 calendar in Miami as Liberty Media seek to generate interest in F1 Stateside as an alternative to cars going round in circles with Nascar or Indycar. Will F1 catch on in the US and make them produce some drivers who can turn a steering wheel both left and right? Who knows, but judging by other sports they still much prefer their version of Rugby with copious amounts of protective padding and also go crazy for their version of Rounders.

A prospect that will be exciting for this year is that once the big 3 teams perfect their aerodynamics, the prospect of the 3 top teams and 6 of the very best drivers going head to head for the remaining races of the season is one to savour.

Ken Robson



Ken is quite right I love the donkeys welded to the back of the grid, it's when they get their moment in the sun that makes this sport so interesting, above Derek Warwick qualified to start only 6 races from his first 19 attempts, he started 16th in his Toleman Hart at Brands Hatch and is seen above running in a mesmerising 2nd place... before he retired from the 1982 British GP.

ACE CLASSIC TOUR – SUNDAY 29TH MAY 2022

THE 2022 CLASSIC VEHICLE CHARITY TOUR

We will start at Dean Forest Railway at Norchard, near Lydney, along with the Breakfast Meet this year and NOT BAWA as in previous years. Before heading back towards Bristol for a late afternoon finish

The event is aimed at Classic, Kit and Competition Cars. If you do not have a suitable car you are still welcome to participate in any car at the rear of the field, the primary aim is to raise money for our chosen charities and have an enjoyable days motoring. We are supporting one charity this year which has been chosen by long time event organiser Tony Joiner. Tony has written the information below about the charity.

**Online Entry and more details at
<https://bristolpegasus.com/events/ace-classic-tour-2022/>**



Dear friends

Eighteen months ago my Great Grandson Elliot Antony Walter Smith was born at 10 weeks premature. He developed a condition called Craniosynostosis (the early fusing together of one or more bones of the head leading to skull deformation and possible interference of brain development, blindness, seizures, strokes and in rare instances death). Due to a secondary condition Elliot needed urgent surgery within the first year of his life to remove part of his skull, remodel and replace it. The only place that the operation could be performed in a timely manner was the Birmingham Children's Hospital (one of the few centres of excellence for this specific operation).

To this end Elliot and his parents spent a week at the Hospital in Birmingham during which time the operation was successfully performed. The change in Elliot is quite noticeable.

With your help, I would like to repay in some part the Birmingham Children's Hospital Charity by raising funds in their support, hence the choice of that charity for the 2022 ACE car tour. Thank you for reading this outline and hopefully we shall all meet on the 29 May for an enjoyable day.

Birmingham Children Hospital Charity is a registered charity, number 1160875.

Stop Press

Richie Devall

It is with great sadness that we have learned from Pete Devall that his father Richie Devall passed away at the end of April. Richie Devall was a regular sprint competitor with amongst others Marcos and Davrian and more recently a Peugeot 106 which he shared with his son Pete. The club committee extends their sincerest condolences to Richie's family and many friends.

Tony Brooks

It is with sadness that we have learned of the recent passing of Tony Brooks.



While a dental student Tony became the first Englishman to win a post war Grand Prix, non championship, in a British built car when he drove his Connaught Type B, similar to the one he is seen driving above at Goodwood, to victory in the 1955 Syracuse Grand Prix in Sicily where he beat the favourite Luigi Musso in his Maserati from 3rd on the grid.

Known as the racing dentist Tony went on to share a Vanwall with Stirling Moss with which he recorded his first and Vanwall's championship F1 victory in the 1957 British Grand Prix this was also the first F1 championship win for a British built car. The following year he finished third in the Drivers Championship, behind Mike Hawthorn and Moss, with three solo victories driving for Vanwall.

In 1959 now driving for Ferrari Tony finished 2nd in the Championship behind Jack Brabham, with victories in France and what turned out to be his final F1 win in Germany where he also secured the fastest lap of the race.

In 1960 Tony mostly competed with a Cooper Climax before switching to BRM for his final season for whom he recorded a 3rd place at the US Grand Prix which was to be his final Formula One Start.

From the time of his former team mate Stirling Moss's passing until his own death at the age of 90 Tony was the last man alive to win a Grand Prix in the 1950's.

Sincerest condolences to Peter's family, friends and many fans.

Club Facebook Group - This Month

Interesting posts on the club Facebook group recently have included :-

- We now have nearly 650 Members in the group
- Breakfast Meeting Photos
- Cross Trophy Photos
- Pegasus Sprint Updates and Photos
- Event invites



NEW : You can now view the group without Joining facebook.

<https://bristolpegasus.com/facebook-group>

There are still a lot of club members who are not in the group. While you have to join Facebook, you can do this with just your name and e-mail and there is no need to post anything if you just want to view the group. There are a lot of other interesting car and motorsport groups on facebook and again if you just want to view these there is no reason to post any personal information.

We are looking for members' contributions on competitions, club matters and journeys. Editor: Ralph Colmar Email: backfireATbristolpegasus.com

The views and opinions printed in this newsletter are those of the contributors and not necessarily those of BPMC

2022 Events Calendar

| | | |
|-----------------------|-----------------------------------|-------------------|
| Monday May 9th | Club Night | Plough at Pilning |
| Sunday May 29th | ACE Classic Tour / Breakfast Meet | |
| Sunday 12th June | Jet Age Visit | |
| Monday 13th June | Club Night | Plough at Pilning |
| Saturday 25th June | Llandow Sprint | Llandow |
| Sunday 26th June | Breakfast Meet | |
| Saturday 30th July | 75th Anniversary and Trackday | Castle Combe |
| Sunday 27th August | Breakfast Meet | |
| Sunday 24th September | Breakfast Meet | |
| Saturday 15th October | Pegasus Sprint | Castle Combe |
| Sunday 29th October | Breakfast Meet | |

Automated Membership System

The system allows you to update your own information to ensure you get timely information from the club including your renewal reminders. As well as these benefits it reduces administration for the club volunteers and keeps your information secure.

ALL members can check and update their details by accessing our membership system at :- <https://bristolpegasus.com/manage-your-membership/>

All members now get membership for a year from renewal or joining date.

Backfire



Charlotte Pittaway photo bombed by Dad Duncan's hand. Photo by Alex Barton

PETROL & STEAM

Pegasus Motor Club's Breakfast Meet will continue from
April 24th until the 30th of Oct
on the last Sunday of every month at
Dean Forest Railway, Forest Road, Lydney GL15 4ET
from 0930 hrs.

All types of motor vehicles welcome
Refreshments will be available.





Delayed from 2020, the Bristol Pegasus Motor Club will now hold its 75th anniversary celebrations at Castle Combe Circuit on

Saturday 30th July 2022

in conjunction with the 40th running of the club's annual

Castle Combe Track Day

The event will celebrate over 75 years of motorsport activities of the Bristol Pegasus Motor Club (previously known as the Bristol Aeroplane Company Motor Club) and its predecessor the Bristol Aeroplane Company Motor Sports Club, including:

- The Filton Sprint and the origination of 500cc Formula 3 in 1945
 - Over 55 years of the Cross Trophy Trial
- 45 continuous years of sprint organisation (Wroughton, Colerne, Sparkford, Castle Combe, Hullavington & Llandow)
 - 40 years of track days at Castle Combe
- Over 30 years of the Pegasus Sprint at Castle Combe

In addition to the usual track day there will be:

- a display in the paddock of the classic and competition cars of club members and special invited guests
 - lunchtime track parade sessions for members & guests
- mid-afternoon fast track laps of competition cars (by invitation)

And on Saturday evening:
Food & beverages (possibly a hog roast)

On-site camping will be available Friday & Saturday nights (must be pre-booked)

Further information will be released when details have been finalised.

To register an interest in attending/displaying a car Club members should e-mail:

nickswood@hotmail.com

General information on the Track Day can be found at:
www.bristolpegasus.com/castle-combe-track-and-tuition-day

Club website: www.bristolpegasus.com

Event remains subject to any Government guidance regarding Covid-19